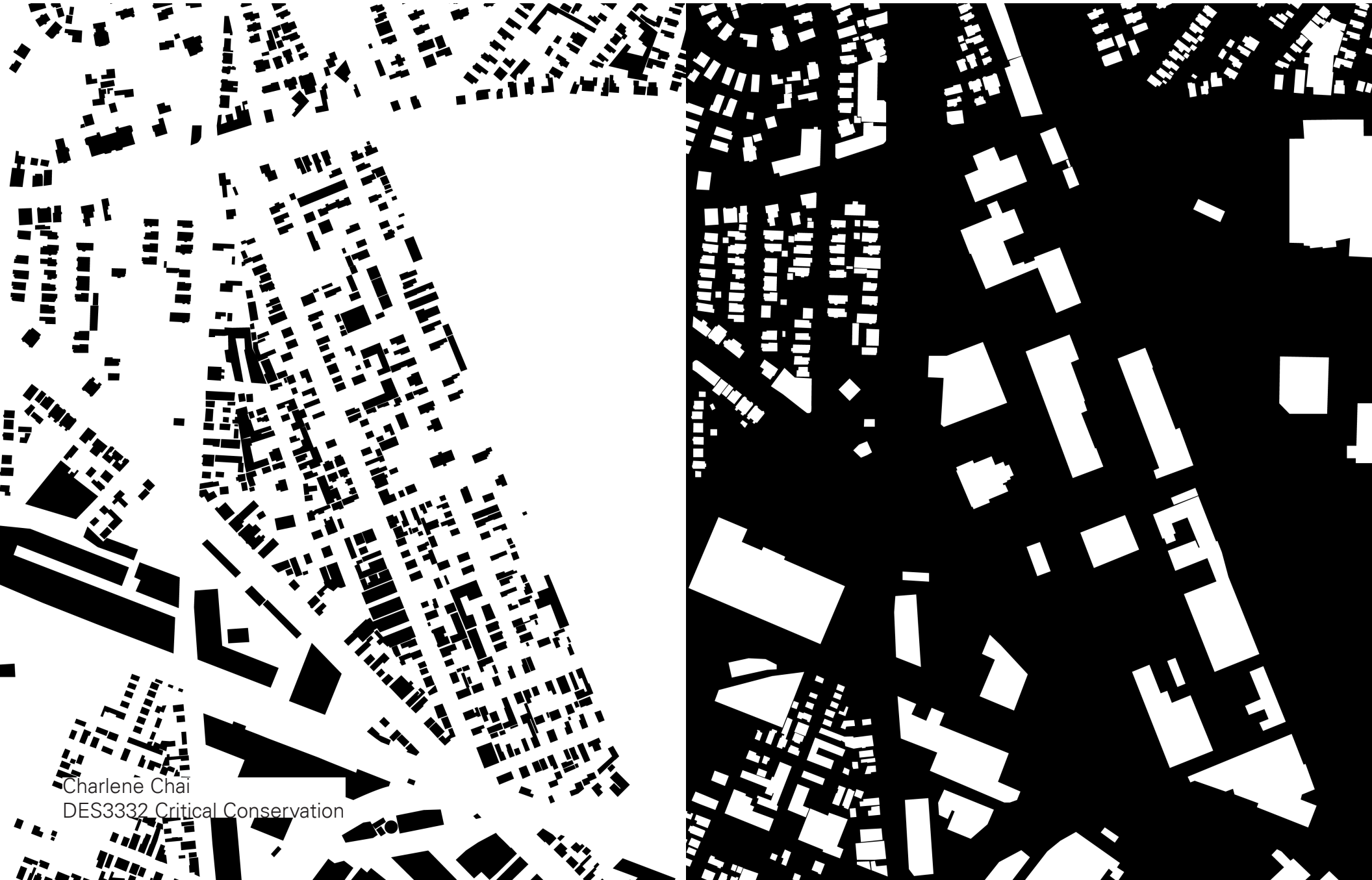


DIVIDED SOMERVILLE

BRICKBOTTOM 1900-1970



Charlenè Chai
DES3332 Critical Conservation

THEMES

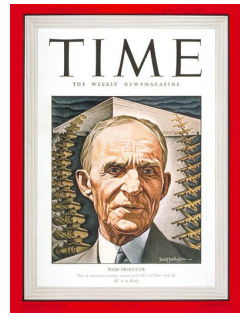
INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1900

1945 WW II ENDS

1970



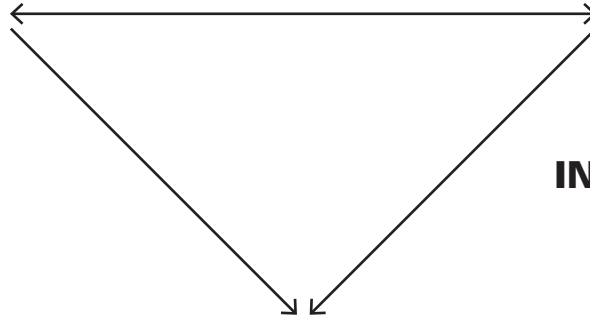
INDUSTRY



INFRASTRUCTURE



SCALE



PRE 1900

URBANIZATION THROUGH INFRASTRUCTURE

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1900

1945 WW II ENDS

1970

Transportation developments
spur Somerville's growth and
densification

1903 USGS



PRE 1900

TRANSPORTATION LINKS WITH BOSTON

INFRASTRUCTURE
INDUSTRY
SCALE

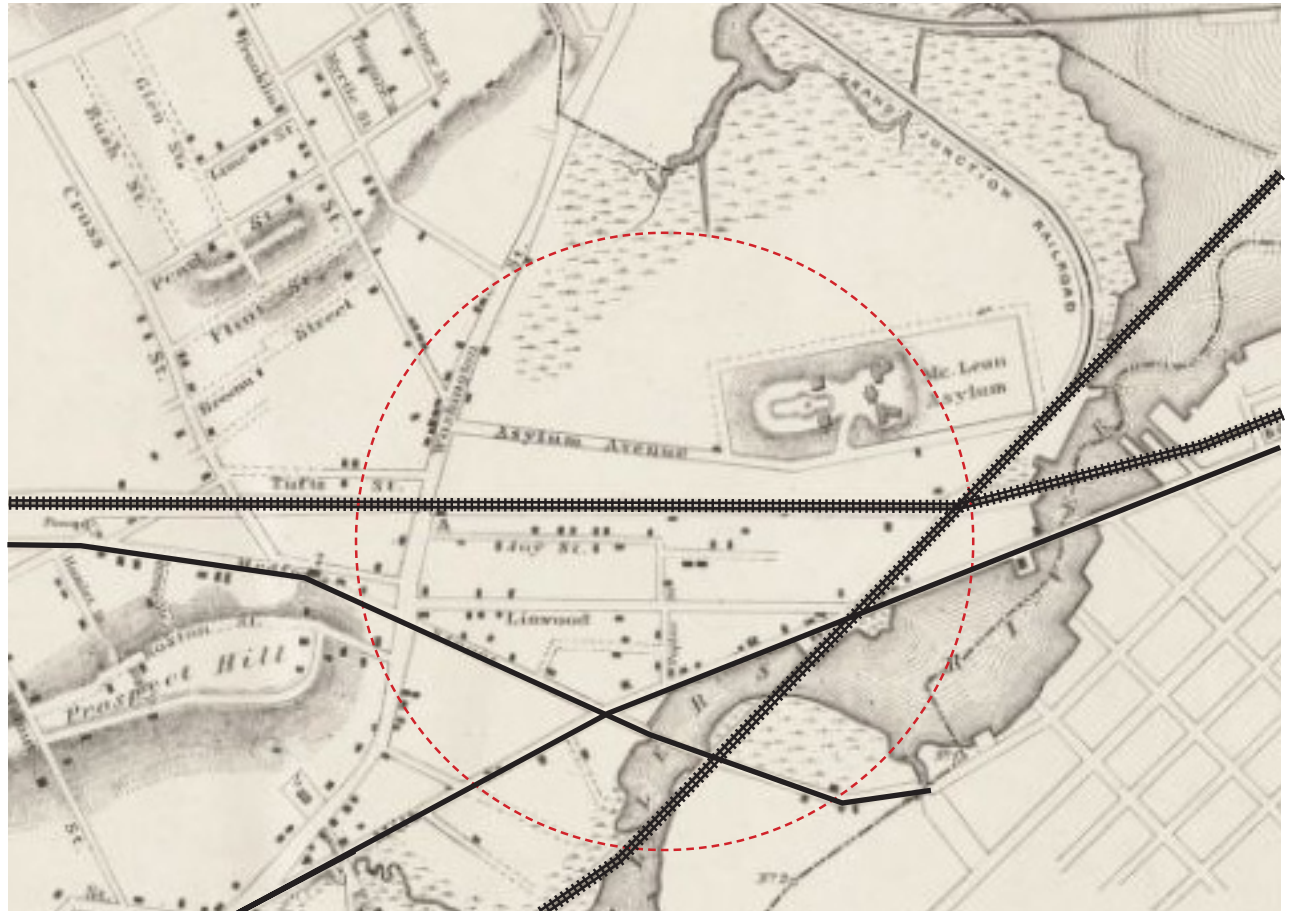
NATIONAL
PLANNING
BRICKBOTTOM



Infrastructure adjacent to Brickbottom:

- Rail* Boston Lowell RR
Fitchburg RR
- Road* Milk Street
(Somerville Ave)
Medford Street
- Water* Mill River

1852 Draper Map



PRE 1900

INDUSTRY ENABLED BY TRANSPORTATION

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1835 BOSTON -
LOWELL RR
1841 FITCHBURG
RR
1879 NORTH
PACKING
PLANT
1900

1945 WW II ENDS

1970

Food processing plants along rail
lines

1885 McLean Asylum &
North Meat Packing Plant



1900

DENSITIES DIVIDED BY RAIL INFRASTRUCTURE

INFRASTRUCTURE

INDUSTRY

SCALE

NATIONAL PLANNING

BRICKBOTTOM

BOSTON -
LOWELL RR
FITCHBURG
RR

1835

1841

1900

1945

1970



Unbuilt

Low density

High density

McLean Hospital

Industrial zone

Brickbottom



1874 Hopkins Map // 1900 Sanborn

1900

LOCAL CENTER: UNION SQUARE

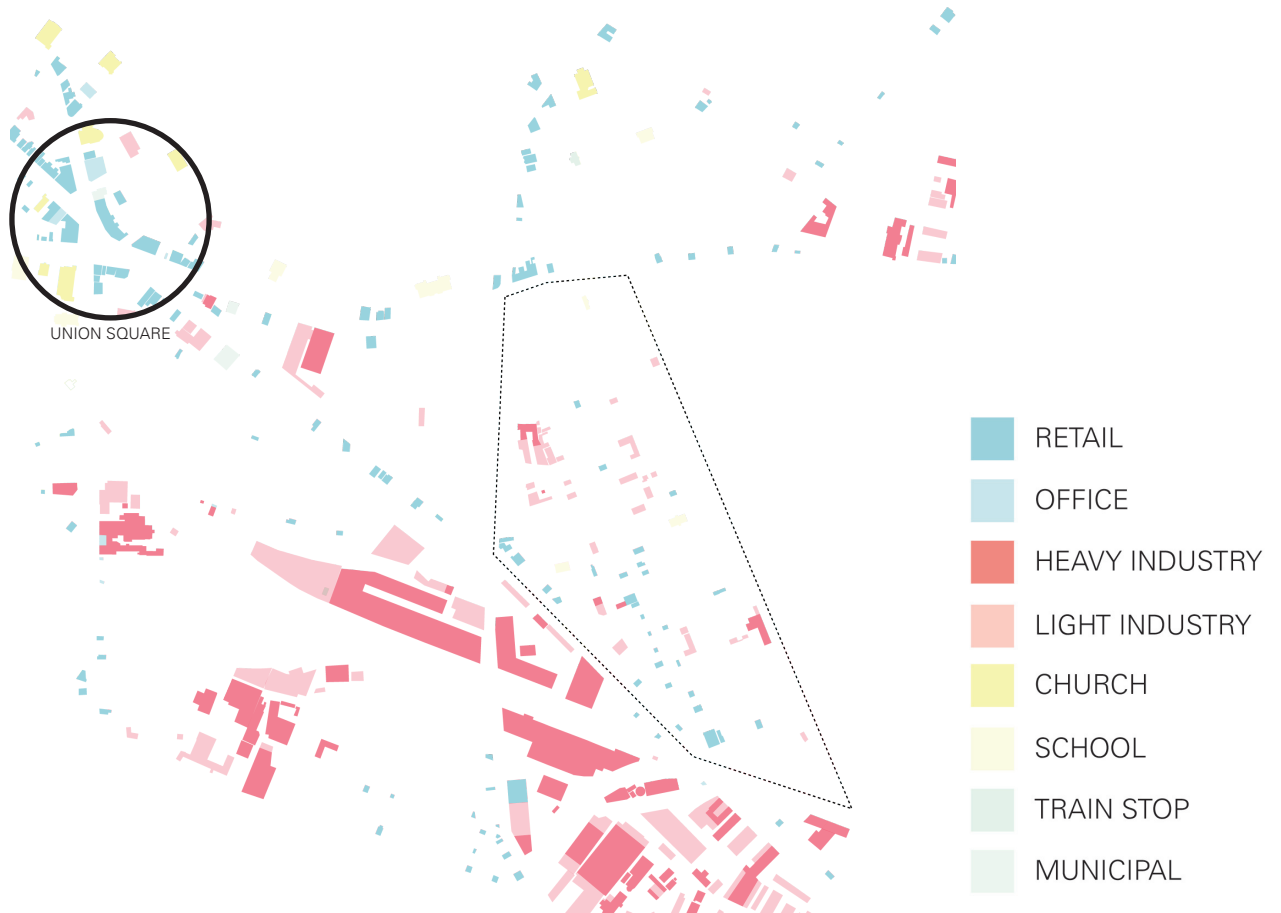
INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1900

1945 WW II ENDS

1970



Union Square locus of retail and community functions.

Brickbottom primarily residential with some small scale retail and light industry.

1900 Sanborn

1900

SHOPPING + RETAIL

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1630 MILK ROW
1810 MEDFORD ST

1900

1945 WW II ENDS

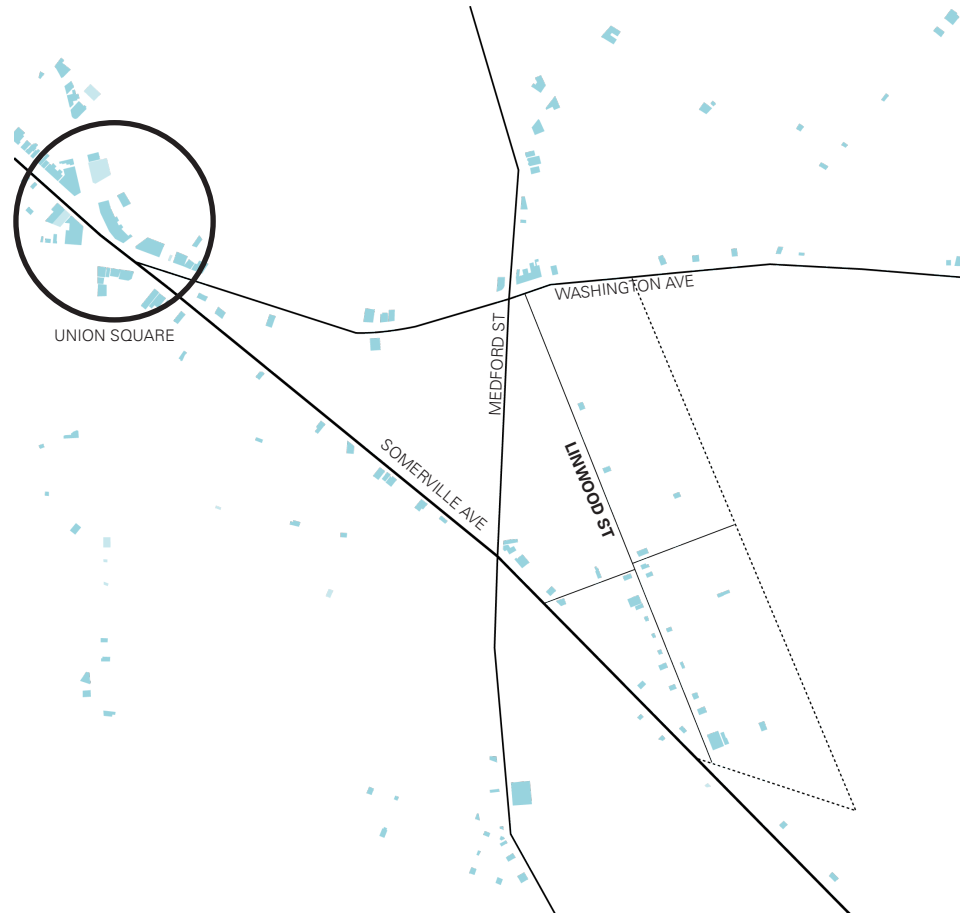
1970

Shopping streets along corridors to Boston

Brickbottom
Vicinity

Linwood St

Union Square
Somerville Ave
Washington St
Medford St



1900 Sanborn

1900 PROTESTANT COMMUNITY

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1900

1945 WW II ENDS

1970

Brickbottom

Schools

Jackson School
Bennett School

Union Square

Churches

First United Methodist Episcopal
Union Square Baptist
Prospect Hill Congregational
Union Square Presbyterian
Episcopal Church
St. Joseph's Roman Catholic

Schools

St. Joseph's Parochial School

Other

Churches

First Universalist Church

Schools

Prospect Hill School
Charles G. Pope School

1900 Sanborn



1900

IMMIGRANT COMMUNITY

INFRASTRUCTURE INDUSTRY SCALE

NATIONAL PLANNING BRICKBOTTOM

1900

1945 WW II ENDS

1970

First or second generation Irish

Address	Name	Relationship	Sex	Age	Marital	Occupation	Place of Birth	Parents' Place of Birth	Language	Occupation	Address	
3 48 70 Kensal Pk	— Cecil	Son	M	14	S		Massachusetts	Massachusetts	Gen. English		Diaper Candy factory W	
	— Olaude	Daughter	F	10	S		Gen. English	Massachusetts	Gen. English	none		
	— Kaveny Samuel	Head	M	52	M	5	See English	See English	See English	English	Weigher Hole House W	
	— Bridget	Wife	F	48	M	5	See English	See English	See English	English	none	
	— Mary	Daughter	F	14	S		Massachusetts	See English	See English	English	Diaper Candy factory W	
	— Anne	Daughter	F	11	S		Massachusetts	See English	See English	English	Diaper Candy factory W	
	— James	Son	M	12	S		Massachusetts	See English	See English	English	none	
	— Roger	Son	M	10	S		Massachusetts	See English	See English	English	none	
	— Peter J.	Head	M	24	M	3	Wenthampton Mass	Wenthampton Mass	English	none	St. Blakman Steam Coal Road W	
	— Mary	Wife	F	21	M	3	Massachusetts	Massachusetts	English	English	none	
72 Kensal Pk	— Margaret M.	Head	F	42	M	6	See English	See English	See English	English	none	
	— Walter M.	Son	M	16	S		Massachusetts	See English	See English	English	messnger Slaught house W	
	— Henry A.	Son	M	14	S		Massachusetts	See English	See English	English	none	
	— Charles S.	Son	M	12	S		Massachusetts	See English	See English	English	none	
	— John J.	Son	M	8	S		Massachusetts	See English	See English	English	none	
	— Joseph	Son	M	6	S		Massachusetts	See English	See English	English	none	
	— Homer George H.	Head	M	41	M	19	Massachusetts	Massachusetts	English	English	Fireman/ironer Hobbs garage W	
	— Elizabeth M.	Wife	F	39	M	19	Massachusetts	Massachusetts	See English	See English	English	none
	— George H.	Son	M	12	S		Massachusetts	Massachusetts	Massachusetts	English	Helper Cooper Shop W	
	— Elizabeth	Daughter	F	10	S		Massachusetts	Massachusetts	Massachusetts	English	none	
74 Kensal Pk	— Helmut George F.	Head	M	44	M	8	Massachusetts	Massachusetts	Massachusetts	English	Stable man W	
	— Sarah E.	Wife	F	32	M	8	Massachusetts	See English	See English	English	none	
	— Thomas F.	Son	M	10	S		Massachusetts	Massachusetts	Massachusetts	English	none	
	— Grace A.	Wife	F	75	M		Massachusetts	Massachusetts	Massachusetts	English	none	
	— Anderson Peter	Head	M	63	M	40	See English	See English	See English	English	Barber Barrel Factory Exp	
	— Mary A.	Wife	F	63	M	40	See English	See English	See English	English	none	
	— Mary	Daughter	F	36	S		See English	See English	See English	English	none	
	— William	Son	M	16	S		Massachusetts	Gen. English	See English	English	Teacher W	
	— John	Son	M	22	S		Massachusetts	Massachusetts	Massachusetts	English	Teacher W	
	— James J. Co	Head	M	55	M	22	See English	See English	See English	English	Teacher W	
77 Kensal Pk	— William James A.	Head	M	40	M	2	Gen. English	See English	See English	English	Teacher W	
	— Margaret	Wife	F	40	M	2	Gen. English	See English	See English	English	none	
	— Susan	Son	M	13	S		Massachusetts	See English	See English	English	none	
	— William	Head	M	45	M	23	See English	See English	See English	English	Teacher City Worker W	
	— Maria	Wife	F	44	M	23	See English	See English	See English	English	none	
	— Annie	Daughter	F	19	S		Massachusetts	See English	See English	English	none	
	— Corneil	Son	M	17	S		Massachusetts	See English	See English	English	Packer Candy factory W	
	— Jeremiah	Son	M	15	S		Massachusetts	See English	See English	English	Teacher/Teacher Hobbs & W	
	— John	Son	M	10	S		Massachusetts	See English	See English	English	none	
	— Helen	Daughter	F	9	S		Massachusetts	See English	See English	English	none	
77 Kensal Pk	— Cecilia Samuel	Head	F	30	M	3	See English	See English	See English	English	none	
	— William	Wife	F	29	M	3	See English	See English	See English	English	none	
	— Mary E.	Daughter	F	11	S		Massachusetts	See English	See English	English	none	
	— Keltner James	Head	M	26	S		See English	See English	See English	English	Colon Road Hobbs & W	
22 6 78 Kensal Pk	— Alice Parsons	Head	F	30	M	7	Massachusetts	Massachusetts	See English	English	Teacher W	
	— Mary	Wife	F	26	M	7	Massachusetts	St. Alban	See English	English	none	

Majority first or second generation immigrants

Primary

Irish

Secondary

Italian

Canadian

Other

Scottish

German

Swedish

Russian

Greek

1910 Census

1900

MANUFACTURING
INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

BOSTON -
LOWELL RR
FITCHBURG
RR

1835

1841

1900

1945 WW II ENDS

1970

Industry develops along
transportation infrastructure

Brickbottom population primarily
works in or near where they live

HEAVY INDUSTRY
LIGHT INDUSTRY

1900 Sanborn



1900 STORAGE

INFRASTRUCTURE

INDUSTRY

SCALE

NATIONAL
PLANNING
BRICKBOTTOM

BOSTON -
LOWELL RR
1835
FITCHBURG
RR
1841

1900

1945 WW II ENDS

1970

Storage as an auxiliary to manufacturing.
Found in Brickbottom or near food
processing plants adjacent to rail.

Storage companies + occupations:

- Coopers
- Barrel storage

Coopers

Name	Address	Occupation	Notes
Amos	123 Main	Cooper	...
Andrew	456 Main	Cooper	...
Asa	789 Main	Cooper	...
Benjamin	101 Main	Cooper	...
Charles	234 Main	Cooper	...
David	567 Main	Cooper	...
Ebenezer	890 Main	Cooper	...
George	123 Main	Cooper	...
Henry	456 Main	Cooper	...
Jacob	789 Main	Cooper	...
John	101 Main	Cooper	...
Joseph	234 Main	Cooper	...
Levi	567 Main	Cooper	...
Moses	890 Main	Cooper	...
Nathan	123 Main	Cooper	...
Samuel	456 Main	Cooper	...
Thomas	789 Main	Cooper	...
William	101 Main	Cooper	...



1910 Census // 1900 Sanborn

1900 SLUMS & PROGRESSIVISM

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

HOW THE
OTHER HALF
LIVES

1890

1900

1945 WW II ENDS

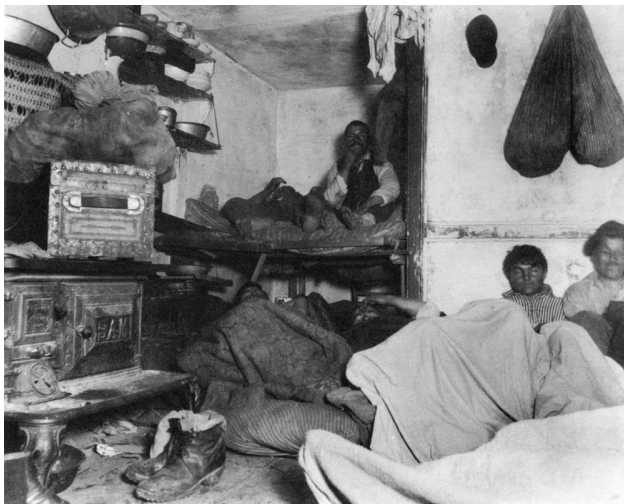
1970

Progressive reformers such as Jacob Riis seek to improve public health and safety in overcrowded tenements

Brickbottom

Densely built and occupied. Multifamily building typologies include the "triple-decker" with ground floor retail.

- MULTI-FAMILY
- SINGLE FAMILY



1890 "HOW THE OTHER HALF LIVES"

1900 SANBORN



1925 WORKER HOUSING

PRE WWII

SLUMS, TEMPERANCE & XENOPHOBIA

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

HOW THE
OTHER HALF
LIVES

1890

1900

1918 WWI ENDS

1920 PROHIBITION

SACCO &
VANZETTI
TRIAL

1926 PADLOCKING

1945 WW II ENDS

1970

Tenements take on a moral valence with the rise of the temperance movement and post WWI xenophobia. Physical degeneracy is equated with moral degeneracy.



1920 18th Amendment // Sacco & Vanzetti trial

PRE WWII

SLUMS , TEMPERANCE & XENOPHOBIA

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

HOW THE
OTHER HALF
LIVES

1890

1900

1918 WWI ENDS

1920 PROHIBITION

SACCO &
VANZETTI
TRIAL

1926 PADLOCKING

1945 WW II ENDS

1970

BRICKBOTTOM.

We have to thank the Massachusetts State Police and the District Attorney of Middlesex County for the unveiling to the world of Brickbottom. It is a loathed district of the very respectable, highly delectable City of Somerville. The name perpetuates the memory of the brickyards established there a century ago. Somerville seldom breathes the word of shame. Its newspapers don't speak of it. It is largely a nest of "foreigners," Greek, Italian, Portuguese. A writer in The Boston Transcript paints the hideous scene, forgetting, apparently, how much it resembles Boston of the seventeenth and eighteenth centuries and later:

Brickbottom is a slum, in every sense that the word connotes. It is a place of dirt and odor and every kind of squalor, real and literary. It is a maze of narrow streets circling round the packing houses, lined, crowded with wooden frame houses, painted scarcely within the memory of the oldest inhabitant. Houses are built flush with the sidewalk, and behind them are other houses, with tiny patches of damp dirt in between.

A district of large families; "children everywhere." How un-American!

can! "Ragged little souls with faces " as black as their own back yards, " beautifully happy in the corner " dumps." Impudent little devils, how dare they be happy? Don't they know that they are " ill-nurtured " ? The uplifters will be after them now. Brickbottom has been making wine and what-not' till its perversity can be tolerated no longer. It is full of ostensible tobacco shops, which make their living out of thirsters for that which profiteth not. So there was a great and triumphant raid. We judge from the editorial dithyramb in The Transcript that this was one of the most momentous operations since the Battle of the Marne. The District Attorney will seek to have certain Brickbottomers deported as undesirable aliens.

Among those of Brickbottom the police found in a number of places " firearms, clubs and billies, brass " knuckles and other means for repelling the police." But the official inference is not borne out by private testimony: " The police say " (the police, who always go in pairs in Brickbottom at night) " that the conduct of the usual inhabitant is quite

TEN BRICKBOTTOM BUILDINGS PADLOCKED

District Now Resembles Deserted Village

Owners Expected Action—Work Done Without Disorder

With the State troopers relieved from duty in the Brickbottom section of Somerville and 10 buildings or parts of buildings padlocked, that district, once teeming with excitement, resembled a deserted village last evening. The troopers were relieved yesterday, having served since the famous raid last August, and were replaced by Somerville police.

Most of the owners expected padlocks, and little disturbance was caused by the officers who served the padlock notices. But Pasquale Reale, who owns a block of 24 apartments and stores at 1 to 15 Joy-st pl and 7 to 9 Joy st, got the shock of his life. He thought only one store was going to be padlocked, but it was the whole building. He hurried about to notify his tenants. Officers padlocked a store and two

Brickbottom nationally seen as an 'un-American', morally degenerate slum and targeted under padlock laws for violating liquor laws. This is the first instance of government power to take private property in the neighborhood.

Immigrants →

Speakeasies →

Density →

Large families →

PRE WWII

ACTIVE NEIGHBORHOOD

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

HOW THE
OTHER HALF
LIVES

1890

1900

1918 WWI ENDS
1920 PROHIBITION

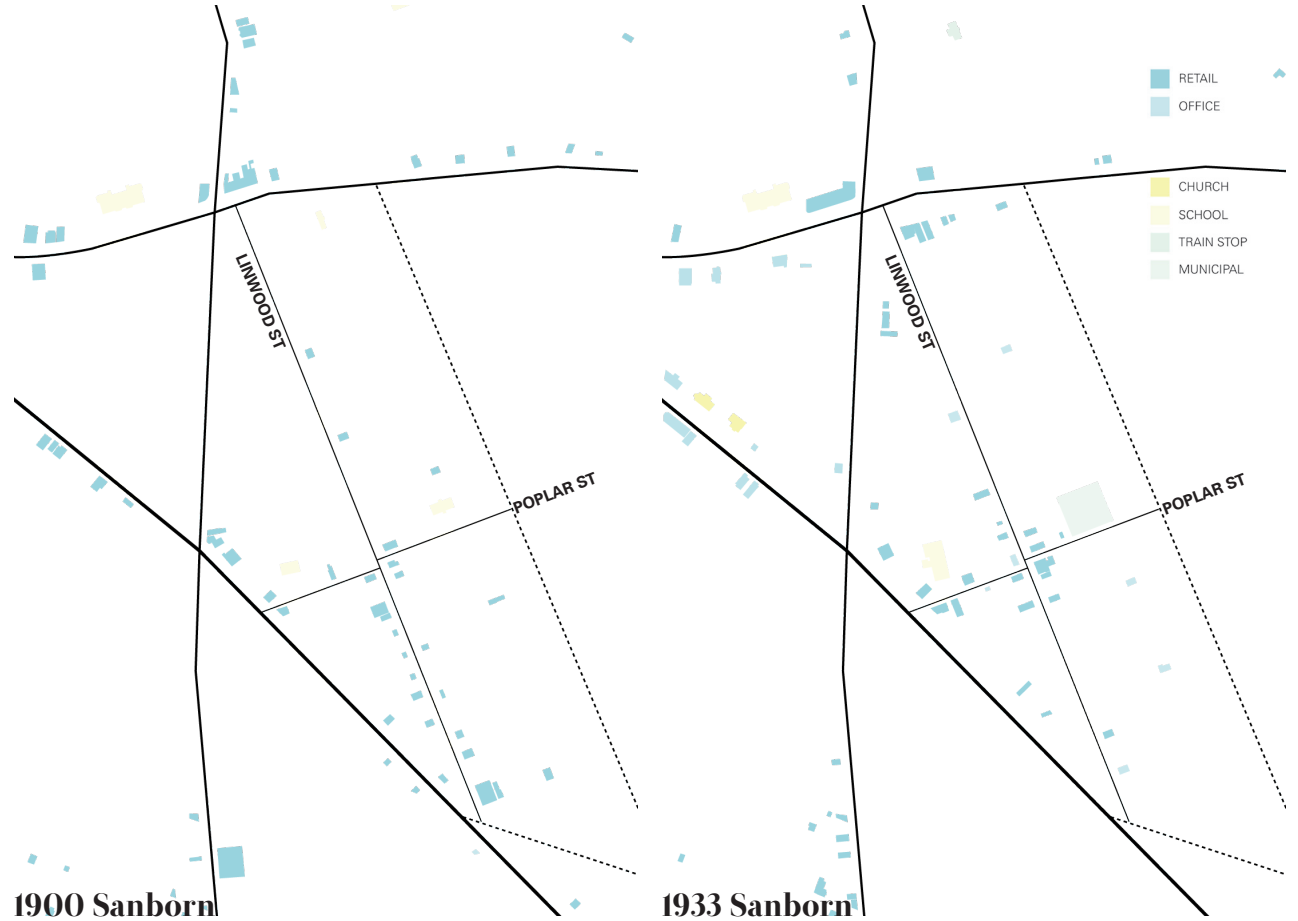
SACCO &
VANZETTI
TRIAL

1926 PADLOCKING

1945 WW II ENDS

1970

Despite its poor reputation, Brickbottom is a very active neighborhood
The intersection of Linwood and Poplar emerges as the neighborhood locus of retail



1900 Sanborn

1933 Sanborn

PRE WWII

NEW IMMIGRANT POPULATIONS

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

HOW THE
OTHER HALF
LIVES

1890

1900

1918 WWI ENDS

1920 PROHIBITION

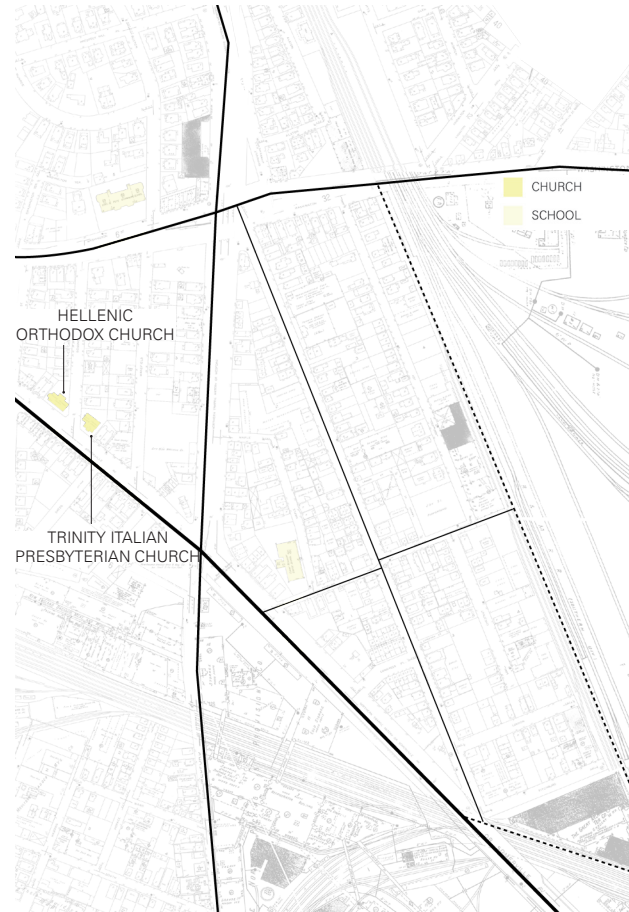
SACCO &
VANZETTI
TRIAL

1926 PADLOCKING

1945 WW II ENDS

1970

New churches within a few blocks of Brickbottom reflect new Greek and Italian immigrant populations in the neighborhood



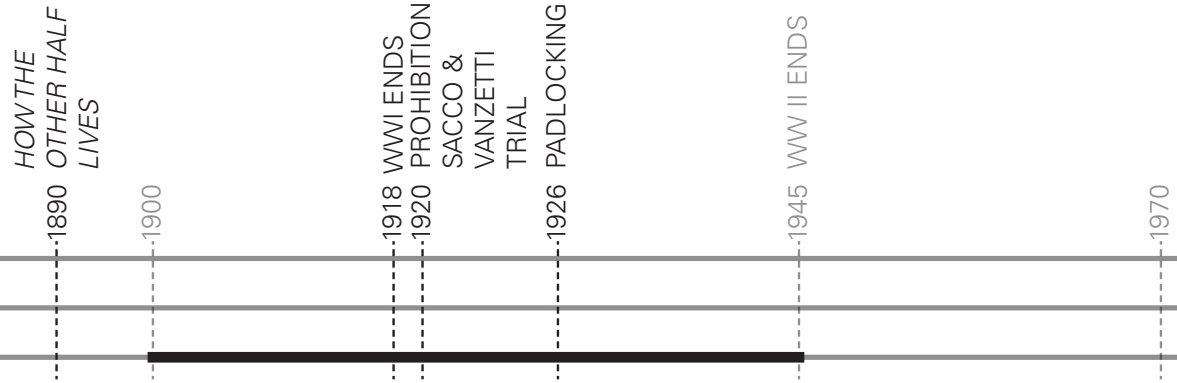
1933 Sanborn

PRE WWII

NEW IMMIGRANT POPULATIONS

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM



Irish and Canadians are no longer as large a presence as Italians and Greeks. Other major groups include Turks and Russians.

Line	Age	Sex	Marital	Occupation	Name	Relationship	Birth	Death	Place of Birth
41	173	M	22	70	Malina, Cosmo	Head	1868	1922	Italy
42		F			Katherine C	Daughter	1891	1978	Massachusetts
43		F			Helen F	Daughter	1894	1978	Massachusetts
44		F			Mary P	Daughter	1897	1970	Massachusetts
45		M			Robert	Son	1904	1978	Massachusetts
46		M			Richard A	Son	1905	1978	Massachusetts
47		F			Ann	Wife	1868	1922	Italy
48		M			Frank	Son	1907	1978	Italy
49		M			Samuel	Son	1908	1978	Massachusetts
50		M			Charles	Son	1908	1978	Massachusetts
51		M			Constantin	Head	1868	1922	Turkey
52		F			Mary W	Wife	1867	1922	Turkey
53		M			James	Son	1904	1978	Massachusetts
54		F			Katherine	Daughter	1908	1978	Massachusetts
55		M			Charles	Son	1907	1978	Massachusetts
56		M			George	Son	1908	1978	Massachusetts
57		M			Moses Anthony	Head	1867	1922	Italy
58		F			Emilia D	Wife	1864	1922	Italy
59		M			Frank	Head	1853	1909	Massachusetts
60		F			Helen D	Daughter	1881	1978	Massachusetts
61		M			Frederick	Son	1884	1978	Massachusetts
62		M			Constantin Samuel	Head	1864	1922	Italy
63		F			Caroline	Wife	1860	1922	Italy
64		F			Louise	Daughter	1884	1978	Massachusetts
65		F			Mary	Daughter	1887	1978	Massachusetts
66		M			Alexis Costas	Head	1866	1922	Greece
67		F			Conception	Wife	1868	1922	Greece
68		F			Antonia	Daughter	1880	1978	Massachusetts
69		M			Goldenberg Samuel	Head	1863	1922	Russia
70		F			Rosie D	Wife	1850	1922	Massachusetts
71		M			Earl	Son	1884	1978	Massachusetts
72		F			Lottie	Daughter	1888	1978	Massachusetts
73		F			Helen	Daughter	1890	1978	Massachusetts
74		M			Thomas Dennis	Head	1868	1922	Massachusetts
75		F			Margaret	Wife	1868	1922	Massachusetts
76		M			Lawrence	Son	1884	1978	Massachusetts
77		F			Margaret	Daughter	1888	1978	Massachusetts
78		M			Francis Andrew	Head	1868	1922	Massachusetts
79		F			Cladya	Wife	1864	1922	Massachusetts
80		F			Catherine D	Daughter	1884	1978	Massachusetts

1940 Census

PRE WWII

INFRASTRUCTURE
INDUSTRY
SCALE

1926 CENTRAL ARTERY: AUTOMOTIVE INFRASTRUCTURE

NATIONAL
PLANNING
BRICKBOTTOM

1630 MILK ROW
1810 MEDFORD ST

1900

1918 WWI ENDS

1920 PROHIBITION

SACCO &
VANZETTI
TRIAL

1926 PADLOCKING
CENTRAL
ARTERY

1945 WW II ENDS

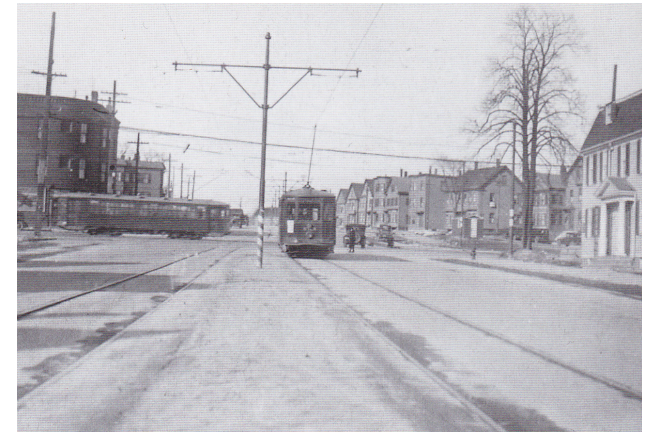
1970

The Central Artery is built to create a direct highway north from Boston to greater New England. Increased traffic and tram lines to Boston brings the possibility for further economic and industrial development.

THE BOSTON GLOBE—TUESDAY, AUGUST 17, 1926

SUMMER'S WORK ON NORTHERN ARTERY HAS CHANGED THE FACE OF CAMBRIDGE AND SOMERVILLE

changed the face of two cities. It takes but slight imagination now to picture a stream of cars rolling swiftly over smooth, broad pavement by next vacation season, to carry an endless flow of tourists by the first direct route north that Boston has ever had. Meantime the steam shovel continues its daily fascination for crowds along the scarred streets.



PRE WWII

1926 CENTRAL ARTERY: LAND TAKING

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM



At the same time, the Central artery construction displaced hundreds of homes in Somerville. In Brickbottom, the east side of Medford street is widened. This land taking is simultaneously with the padlocking.

New edge of Medford st
Land taking for widened street



1900 Sanborn



For the whole three-mile stretch from Mystic av, Medford, to Commercial av, Cambridge, the 100-foot swath of the new highway shows like a huge scar upon the thickly settled communities through which the grotesque claws of steam shovels have gashed the path.

1927 Medford & Somerville Ave // 1926 Globe

PRE WWII

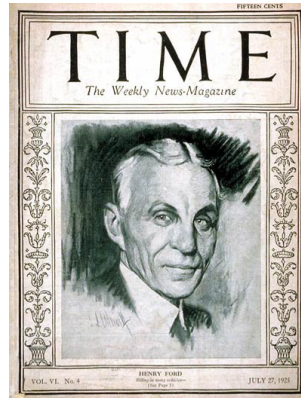
FORDISM, TAYLORISM + MASS PRODUCTION

INFRASTRUCTURE
INDUSTRY
SCALE

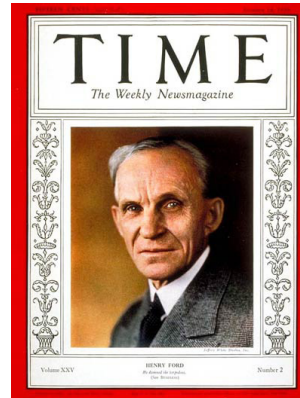
NATIONAL
PLANNING
BRICKBOTTOM



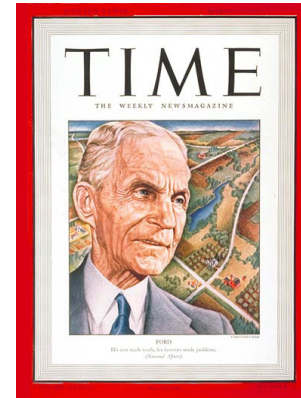
Mass production heralds a new scale of industry that depends upon the national highway infrastructure



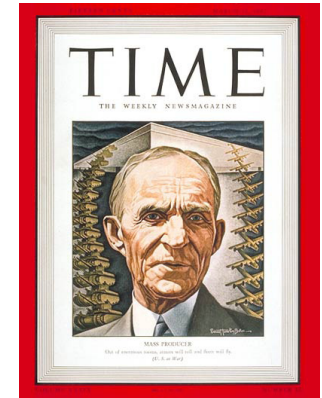
1925



1935



1941



1942

Brickbottom

Brickbottom is well situated for industrial development, building upon existing industry and transportation infrastructure. A Ford manufacturing plant opens in Somerville at Assembly Square in 1927.



1927 Assembly Square Ford Plant

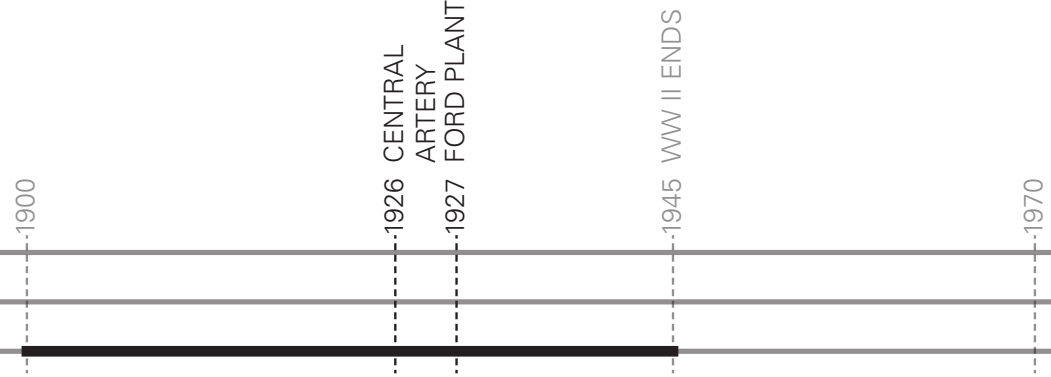


PRE WWII

INCREASED INDUSTRIALIZATION OF BRICKBOTTOM

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM



The effect of development of transportation infrastructure can be seen in the increased industrialization of Brickbottom.

The Central Artery begins to become local spatial divider, replacing rail lines.

Increased industrialization also begins to replace the residential character of the neighborhood with warehouses and other low density land use.



PRE WWII FOOD PROCESSING

INFRASTRUCTURE INDUSTRY SCALE

NATIONAL PLANNING BRICKBOTTOM

BOSTON -
LOWELL RR
FITCHBURG
RR

1835

1841

1900

1927 FORD PLANT

1945 WW II ENDS

1970

Food processing remains a major industry in the neighborhood

BRICKBOTTOM

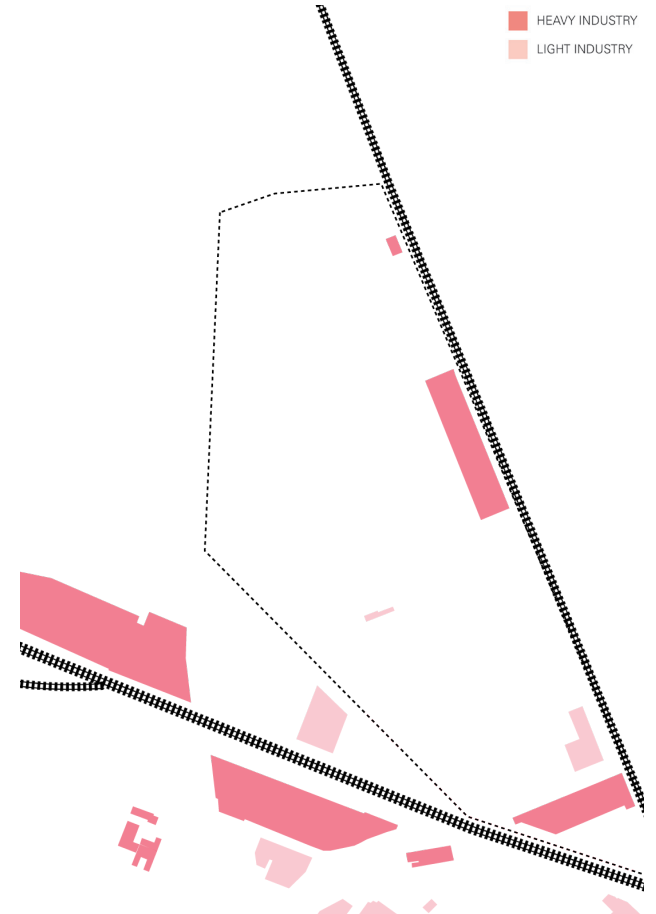
Great Atlantic Tea Co.
New England Bakery
Bottling Works

ADJACENT TO RAIL

North Packing Co.
New England Dressed Meat & Wool
Jasper F Morse Poultry Foods

Address	Year	Industry	Notes
1000	1900	Food Processing	...
1001	1900	Food Processing	...
1002	1900	Food Processing	...
1003	1900	Food Processing	...
1004	1900	Food Processing	...
1005	1900	Food Processing	...
1006	1900	Food Processing	...
1007	1900	Food Processing	...
1008	1900	Food Processing	...
1009	1900	Food Processing	...
1010	1900	Food Processing	...
1011	1900	Food Processing	...
1012	1900	Food Processing	...
1013	1900	Food Processing	...
1014	1900	Food Processing	...
1015	1900	Food Processing	...
1016	1900	Food Processing	...
1017	1900	Food Processing	...
1018	1900	Food Processing	...
1019	1900	Food Processing	...
1020	1900	Food Processing	...
1021	1900	Food Processing	...
1022	1900	Food Processing	...
1023	1900	Food Processing	...
1024	1900	Food Processing	...
1025	1900	Food Processing	...
1026	1900	Food Processing	...
1027	1900	Food Processing	...
1028	1900	Food Processing	...
1029	1900	Food Processing	...
1030	1900	Food Processing	...
1031	1900	Food Processing	...
1032	1900	Food Processing	...
1033	1900	Food Processing	...
1034	1900	Food Processing	...
1035	1900	Food Processing	...
1036	1900	Food Processing	...
1037	1900	Food Processing	...
1038	1900	Food Processing	...
1039	1900	Food Processing	...
1040	1900	Food Processing	...
1041	1900	Food Processing	...
1042	1900	Food Processing	...
1043	1900	Food Processing	...
1044	1900	Food Processing	...
1045	1900	Food Processing	...
1046	1900	Food Processing	...
1047	1900	Food Processing	...
1048	1900	Food Processing	...
1049	1900	Food Processing	...
1050	1900	Food Processing	...

Food processing plant workers



PRE WWII

LOW DENSITY USE: STORAGE

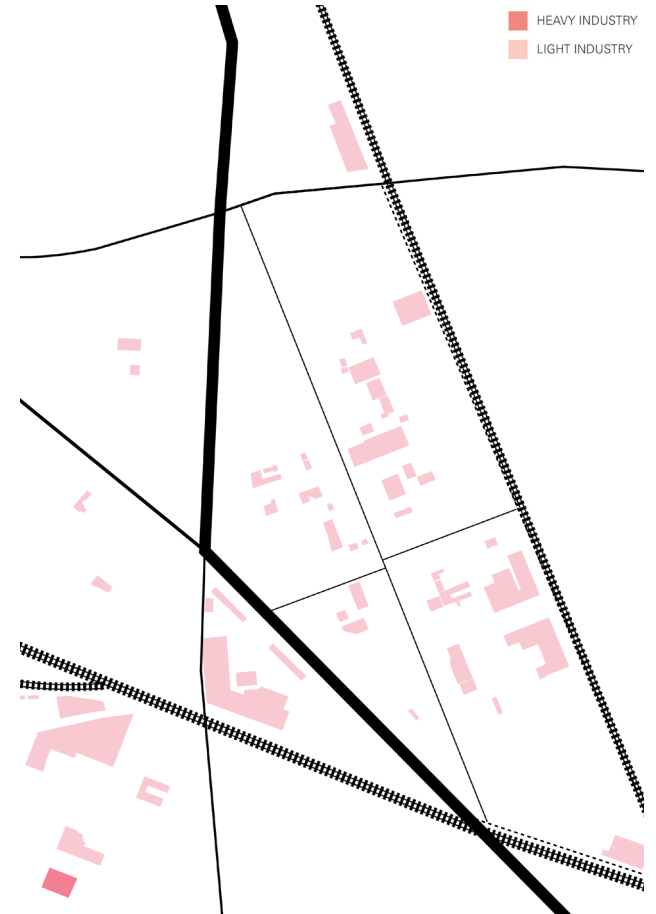
INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM



Warehouses increase as manufacturing increases. Storage becomes a major land use in Brickbottom but does not provide local jobs such as coopers.

1933 Sanborn

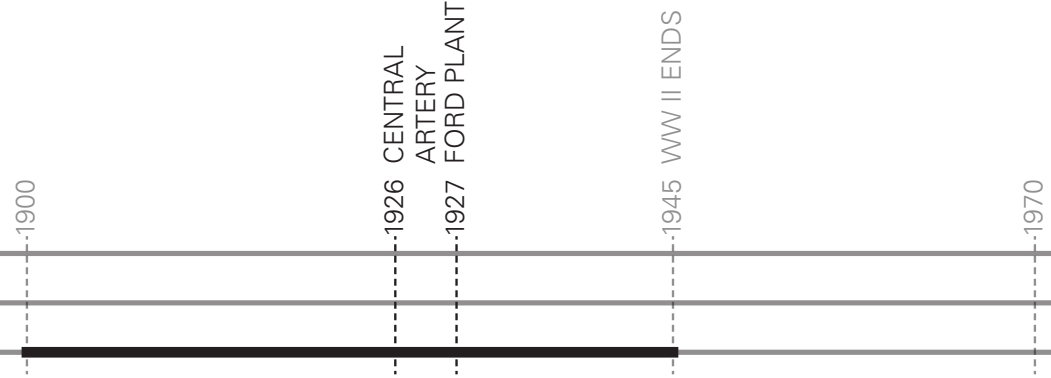


PRE WWII

LOW DENSITY USE: AUTOMOTIVE ZONE

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM



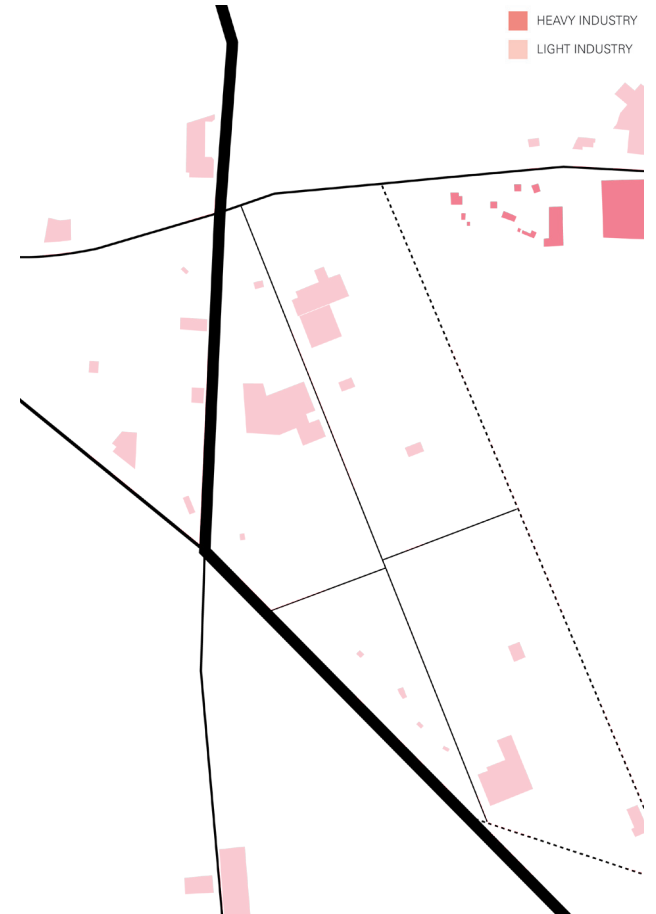
Automotive companies develop along the Central Artery to transport manufactured goods. These tend to be low density uses such as garages and filling stations but do provide local jobs.

BRICKBOTTOM

- Truck + car garages
- Auto repair, painting, and machine shops
- Filling stations
- Automotive sales

Address	Occupation	Age	Sex	Color	Marital	Education	Industry	Value	Year	Notes
1000 Central Artery	Garage	35	M	W	Married	High School	Automotive	\$1500	1933	Truck garage
1002 Central Artery	Auto repair	42	M	W	Married	High School	Automotive	\$1200	1933	Auto repair shop
1004 Central Artery	Filling station	28	M	W	Married	High School	Automotive	\$800	1933	Filling station
1006 Central Artery	Auto sales	38	M	W	Married	High School	Automotive	\$1000	1933	Auto sales

Automotive industry workers



POST WWII

BLUE COLLAR NEIGHBORHOOD

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1900

1926 PADLOCKING
1927 FORD PLANT

1945 WW II ENDS

1970

Education

(% completed high school)

Occupation

(% operators)

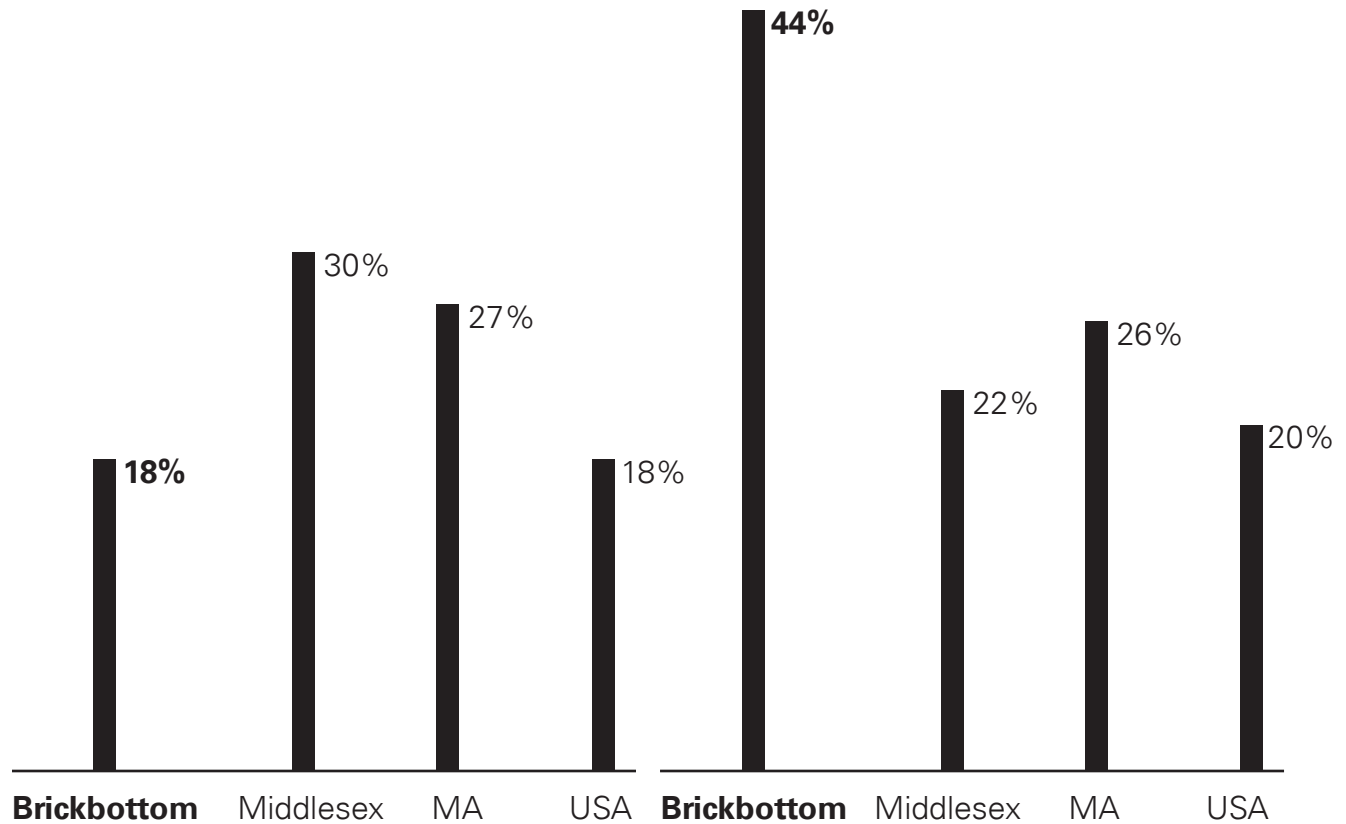
Brickbottom remains a blue collar neighborhood whose residents have lower levels of educational attainment and income.

Median Household Income

Brickbottom \$27,000

USA \$40,000

1950 Census



POST WWII HOUSING QUALITY

INFRASTRUCTURE
INDUSTRY
SCALE

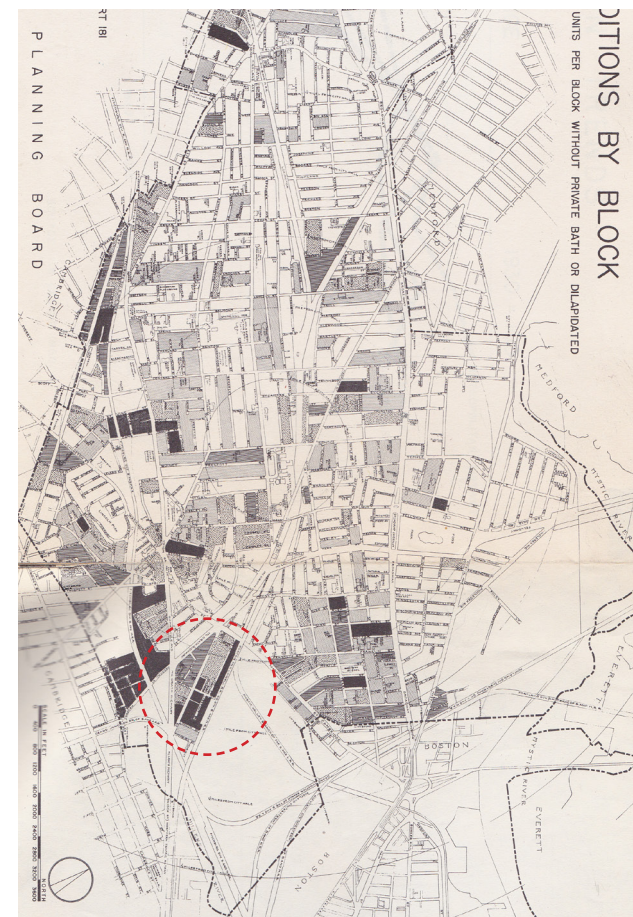
NATIONAL
PLANNING
BRICKBOTTOM

1900

1926 PADLOCKING
1927 FORD PLANT

1945 WW II ENDS

1970



Using the 1950 Census, the Somerville Planning Board identifies Brickbottom as an cheap area with poor housing quality. It is subsequently targeted for urban renewal.

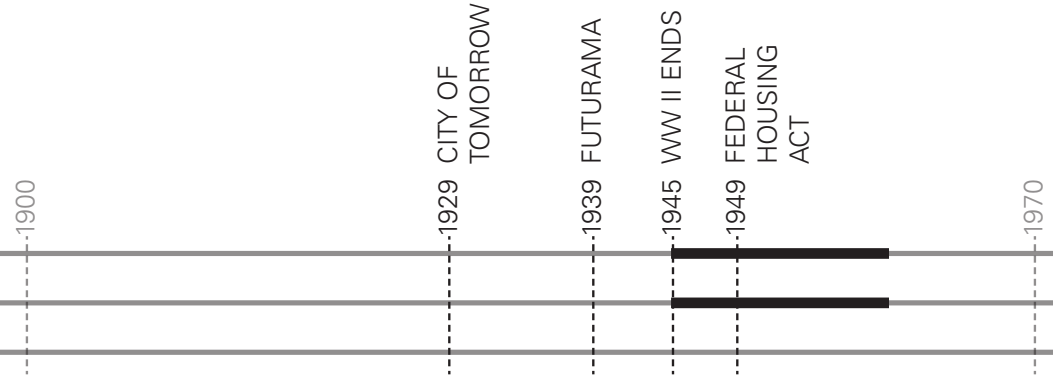
1953 Somerville Planning Progress Average Rentals & Housing Conditions by Block

POST WWII

HIGHWAY CONSTRUCTION AND URBAN RENEWAL

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM



Following planning ideas first proposed by Le Corbusier, planners begin a period of large scale urban projects. Highways are seen as engines of metropolitan growth and economic progress. Highway construction is accompanied by eminent domain slum clearance of old, often poor neighborhoods.



TIME 1957 "March of the Monsters" // 1964 "The City : Under the Knife"

POST WWII

1958 MCGRATH HIGHWAY: INFRASTRUCTURAL DIVIDE

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM



A 1.5 mile overpass is added along the McGrath Highway (formerly the Central Artery) to alleviate congestion.

This grade separation severs Brickbottom from the rest of Somerville. Eminent domain is also used to further widen the eastern side of the street.

Community resistance is muted.

1958 McCarthy Overpass
1926 Central Artery
1900



What to Watch for
when the returns come in next Tuesday night and returns to which you should pay no attention
By JAMES MORGAN
In next Sunday's Globe
FINAL GALLUP POLL
In next Monday's Globe

\$650,000

The Red Cross in land, sheltered and than 18,000 victims cans Carol and Edms mated cost of \$651 worth Bunker, pres American National fold some 500 mem 39th annual meet Boston Metropolitan John Hancock Hall "Now still anoth rehabilitation confre said, "as we continu

2 North Artery Spans to End Somerville Jams

By WILLIAM J. LEWIS
Plans to eliminate two traffic bottlenecks on McGrath Highway, Somerville, were announced last night by the Metropolitan District Commission. A six-lane railroad bridge will replace the obsolete

\$29,000 Pin 1 in N. Y. by De of Joseph K.

1954 Boston Globe // 1970 Sanborn



POST WWII

1968 PROJECT LINWOOD JOY: ZONED FOR INDUSTRY

INFRASTRUCTURE INDUSTRY SCALE

NATIONAL PLANNING BRICKBOTTOM

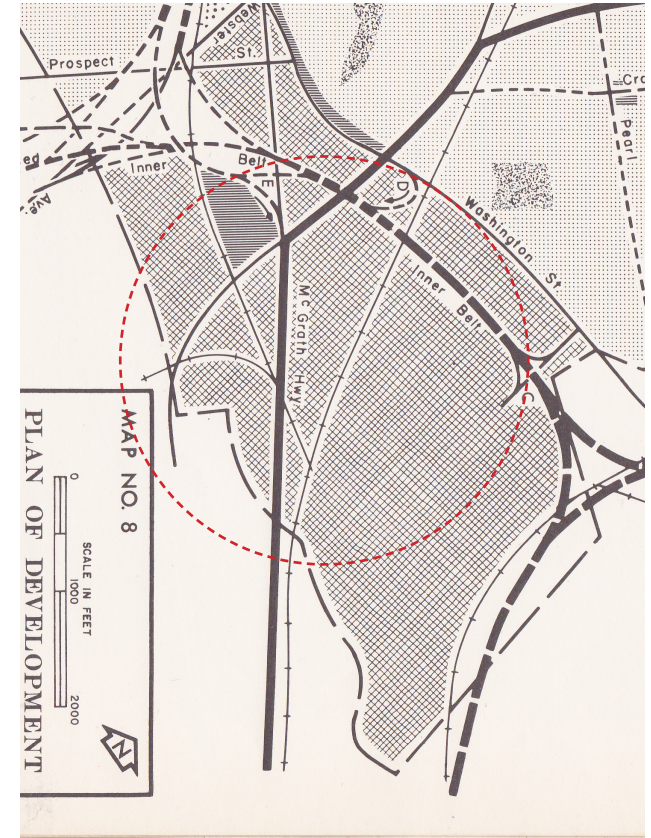
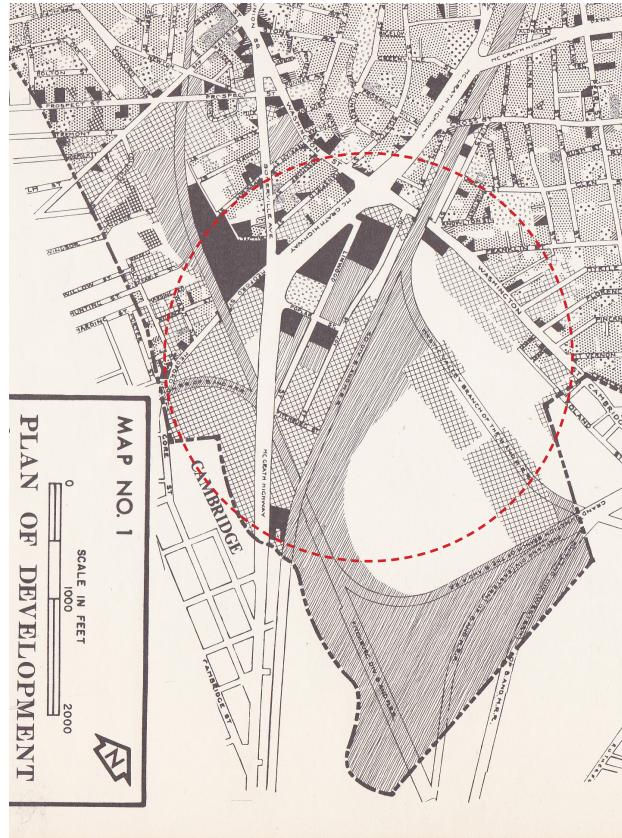


The Somerville Housing Authority acquires the Brickbottom using eminent domain and relocates the residents and businesses under the Federal Housing Act. The land is then rezoned for industry and sold to private investors. The rezoning is predicated on the proximity of transportation infrastructure.

Section 2. The existence of said area was impairing and arresting the sound growth and development of the City of Somerville, and was inimical to the health, safety, morals and welfare of the inhabitants thereof, and the Commonwealth.

1968 Somerville budget

A case (*Papadinis vs. City of Somerville*) is brought by residents challenging the constitutionality of using the governmental power of eminent domain for the purpose of reselling it to private persons. The suit is denied on the grounds that clearing "sub-standard, decadent or blighted open areas" is in itself a public purpose.



1969 Somerville Comprehensive Plan Existing & Proposed Land Use

POST WWII

1968 PROJECT LINWOOD JOY: A NEW SCALE

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1900

1929 CITY OF
TOMORROW

1945 WW II ENDS

1949 FEDERAL
HOUSING
ACT

1958 MCCARTHY
OVERPASS

1968 LINWOOD JOY
1970



1900 Sanborn



1970 Sanborn



Overlay

POST WWII

INDUSTRIAL GROWTH?

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1900

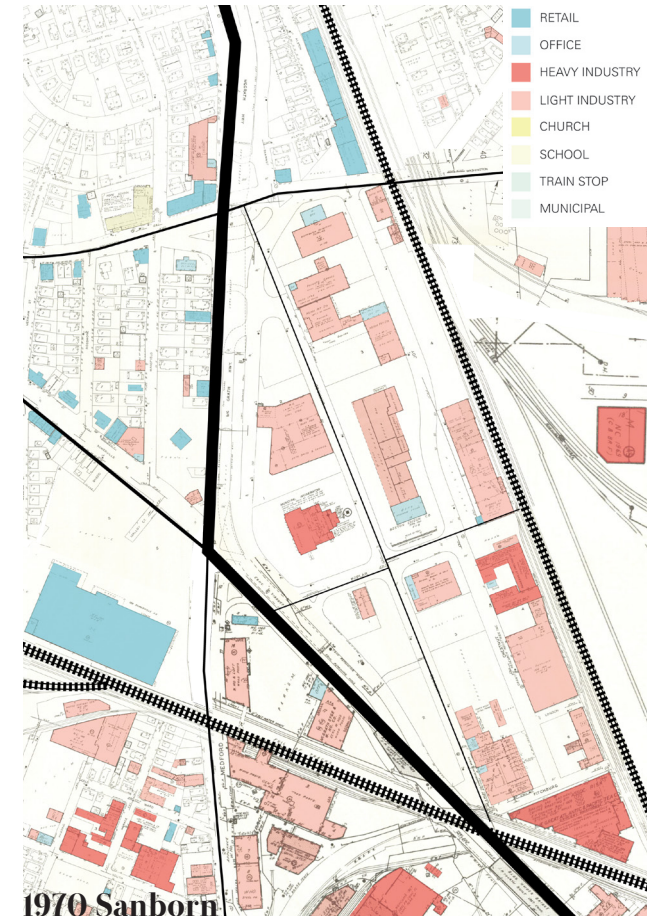
1945 WW II ENDS

1958 MCCARTHY
OVERPASS

1968 LINWOOD JOY
1970



1933 Sanborn



1970 Sanborn

The community of Brickbottom ceases to exist. There are no longer any churches or schools in the area.

Although the intent of the Linwood Joy plan was to use large parcels to attract larger industry that would generate economic growth, the site is occupied primarily low density industry that provides relatively few local jobs.

POST WWII FOOD PROCESSING

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1900

1945 WW II ENDS

1958 MCCARTHY
OVERPASS

1968 LINWOOD JOY
1970

HEAVY INDUSTRY
LIGHT INDUSTRY

Food processing is no longer a major industry in the area

Brickbottom

A&P Warehouse

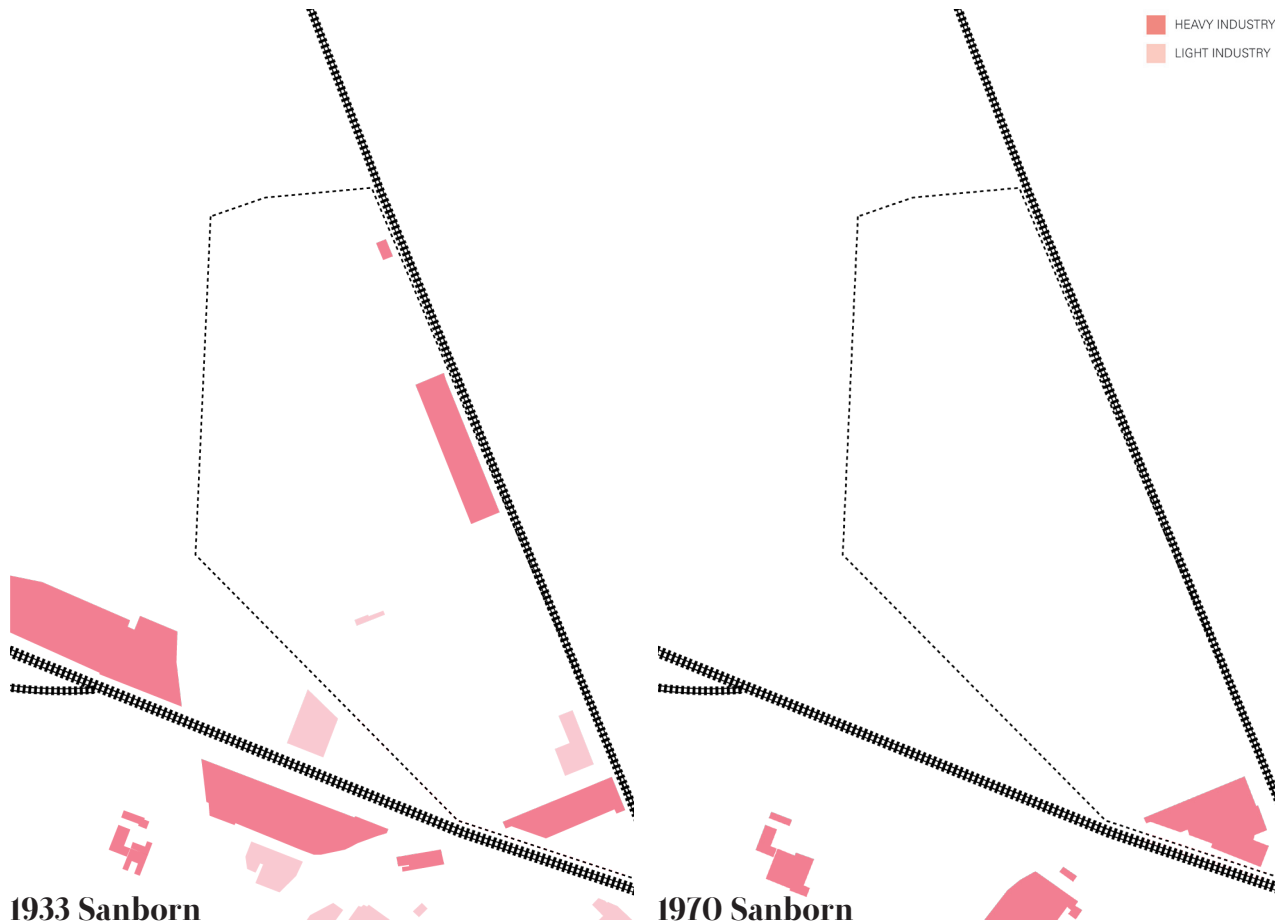
Vicinity

Jasper Morse Poultry Foods

John P. Squire Pork Packers

1933 Sanborn

1970 Sanborn



POST WWII STORAGE

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1900

1945 WW II ENDS

1958 MCCARTHY
OVERPASS

1968 LINWOOD JOY
1970

Many large warehouses in and around
Brickbottom

1933 Sanborn

1970 Sanborn

HEAVY INDUSTRY
LIGHT INDUSTRY



POST WWII

AUTOMOTIVE

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

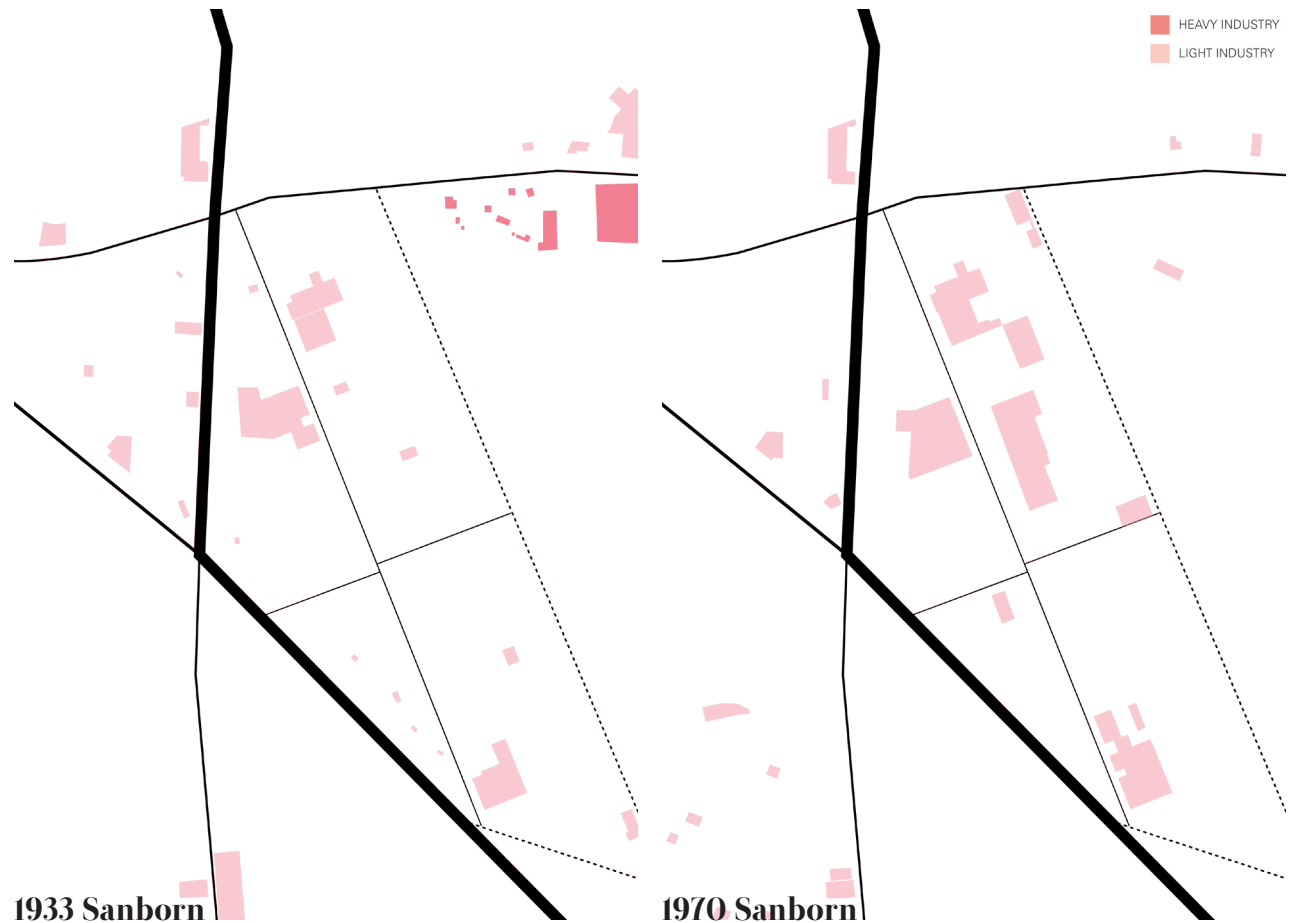
1900

1926
CENTRAL
ARTERY

1945
WW II ENDS

1958
MCCARTHY
OVERPASS

1968
LINWOOD JOY
1970



The majority of businesses in Brickbottom are now related to automotive transport

There are 6 garages/parking lots, 4 auto repair shops, and one auto sale store in Brickbottom

POST WWII

BACKLASH TO CORBUSIAN PLANNING

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1900

1945 WW II ENDS

1958 MCCARTHY
OVERPASS
1961 JANE JACOBS

1968 LINWOOD JOY
1970

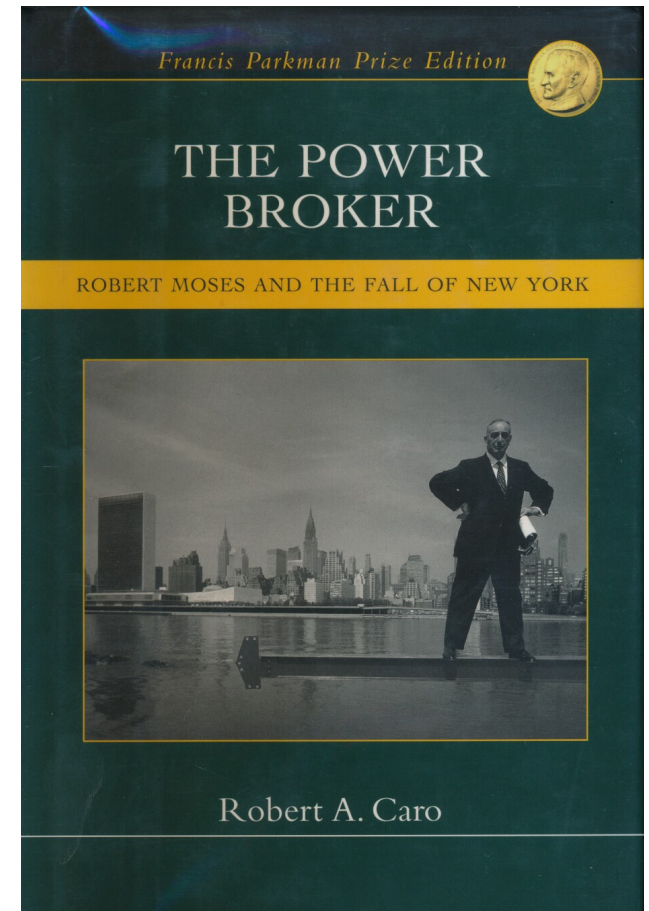
1974 THE POWER
BROKER

Opposition to large scale Corbusian urban renewal and high construction grows.

Led by Jane Jacobs, the Lower Manhattan Expressway is canceled in 1962.

THE DEATH AND LIFE OF GREAT AMERICAN CITIES JANE JACOBS

"Perhaps the most influential single work in the history of town planning... a work of literature."
—The New York Times Book Review



POST WWII

BACKLASH TO CORBUSIAN PLANNING: INNER BELT HIGHWAY

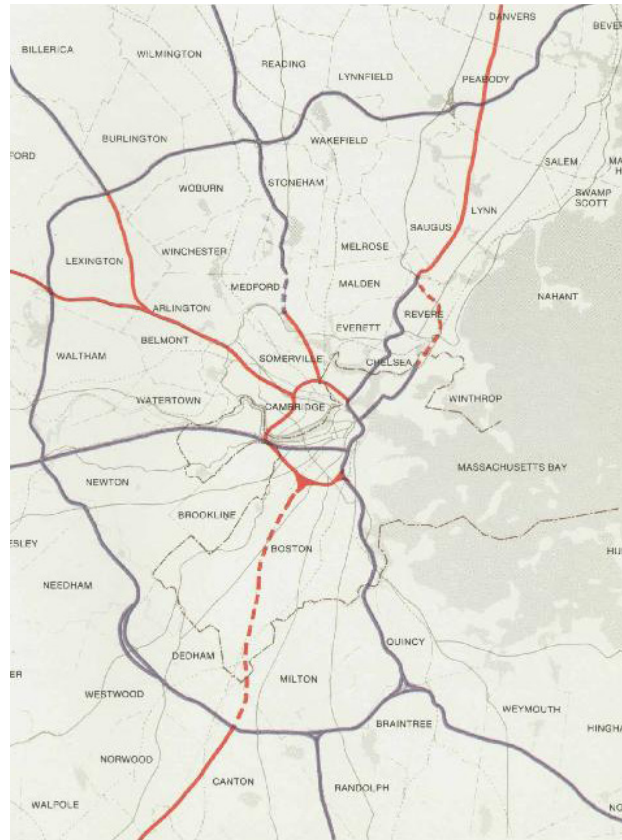
INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

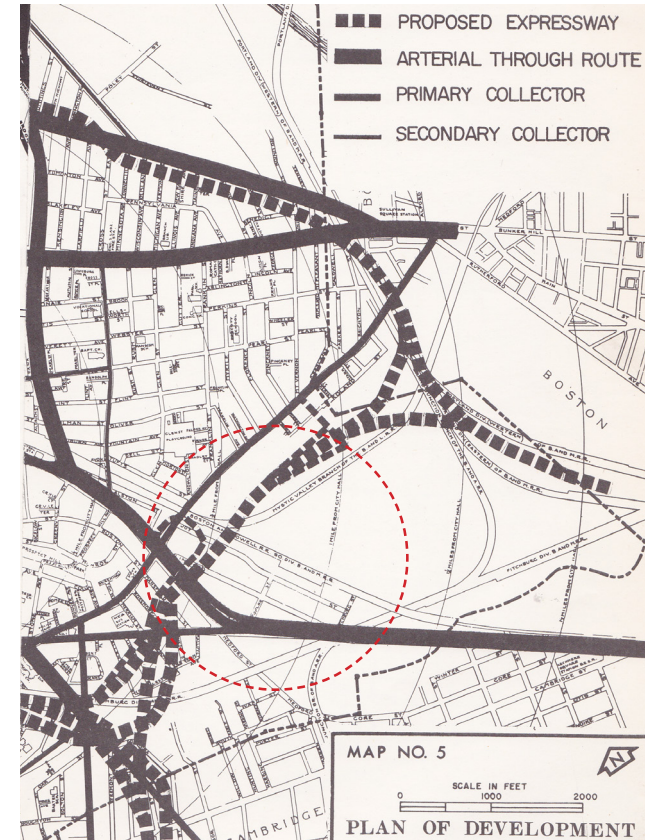


The Inner Belt was a planned highway that would have provided a circumferential route around Boston.

The highway would have displaced a total of 7,000 people in Cambridge and Somerville and would have run through the northern part of Brickbottom, further dividing it from Somerville.



1965 Inner Belt Plan



1969 Somerville Comprehensive Plan

POST WWII

BACKLASH TO CORBUSIAN PLANNING: INNER BELT HIGHWAY

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM



The proposal was cancelled in 1971 in response to large scale grassroots protests.

This victory reflects not only shifts in planning attitudes but also the power of the Cambridge community in comparison to that of Brickbottom.



1969 Gov. Sargent with protesters

1960s Boston Globe

2200 Boo, Roar Protests At All Inner Belt Routes

By GEORGE McKINNON
More than 2000 noisily protesting Cambridge and Somerville residents verbally belted the State Department

Proposed Inner Belt Would Kill Somerville, Says Sen. McKenna

The proposed Inner Belt route would "kill the City of Somerville," Sen. Denis L. McKenna (D-Somerville), said

700 in Somerville Rally To Keep Inner-Belt Veto

More than 700 Somerville residents jammed Circle Hall in East Somerville last night in a protest against proposed repeal of the city's veto power over the inner-belt route.

Cambridge and Somerville Fear Heavy Loss of Homes

families losing their homes. This is where the route of the Belt, in the map area shown, would go: After crossing the Charles River just west of Boston University Bridge, it parallels Brookline st., and crosses

1000 Protest Inner Belt

han 1000 residents of Cambridge rville, many of them children, tered buses to Boston Common then marched to the State protest the Brookline-Film st.

Somerville Aldermen Oppose Inner Belt

At the rally Saturday, dem carried placards, "Cambridge is not a highway." State Rep. Marie Howe (I

duce the 20 experts who sat with him on his platform. The audience settled back into comparative quiet when DiNatale emphasized that his department has not yet de- rear of the auditorium and crowds gathered around them early. Most appeared angry pointing to the maps and grumbling: "See, right there, right there." YOBAN BAKI CHOOS MEDF RIGH MOG BEAT CAR OWNE IV 4- BARI ILL



POST WWII URBAN RENEWAL?

INFRASTRUCTURE
INDUSTRY
SCALE

NATIONAL
PLANNING
BRICKBOTTOM

1900

1945 WW II ENDS

1958 MCCARTHY
OVERPASS

1968 LINWOOD JOY
1970

Education

(% completed high school)

Unemployment

Urban renewal was unsuccessful in improving conditions in the Brickbottom area. Economic and social indicators show that the gap between residents and the national average has only increased since 1950. This disparity is even more pronounced in comparison to the rest of Middlesex county.

Median Individual Income

Brickbottom	\$7,350
Middlesex	\$13,650
MA	\$12,300
USA	\$10,350

1950 Census

